

STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION

T04-0022

STIPULATED AGREEMENT NO. 1074

This agreement made and entered into, by and between the State of Illinois acting by and through the Illinois Commerce Commission ("COMMISSION"), The Burlington Northern Santa Fe Railroad Company ("COMPANY"), Lamoine Township Road District ("ROAD DISTRICT"), and the State of Illinois, Department of Transportation ("DEPARTMENT").

**WITNESSETH:**

WHEREAS, it has come to the attention of the Commission through formal correspondence that inquiry should be made into the matter of improving public safety at the TR-363 (500 North) highway-rail grade crossing of the Company's track located near Colmar, McDonough County, Illinois, designated as crossing **AAR/DOT 072 606R, milepost 216.53-Q**; and

WHEREAS, proper investigation has been made of the circumstances surrounding the aforesaid crossing by a representative of the Commission's Transportation Division Railroad Section; and

WHEREAS, the physical aspects, including geometrics of the intersection, train movements, vehicular traffic volume, and sight distances and other pertinent data relating to the crossing have been obtained and shown on Exhibit A, attached to the Agreement; and

WHEREAS, the parties are mutually agreeable to accomplish the proposed improvement upon a determination of the Commission by Order.

NOW, THEREFORE in consideration of the premises and of the mutual covenants and agreements as hereinafter contained the parties pray that the Commission enter an Order according to the provisions of Section 18c-7401 of the Illinois Commercial Transportation Law requiring that a certain improvement as hereinafter stated be made and that the cost for the proposed improvement be divided among the parties according to law and that in the interest of the statewide traveling public the Grade Crossing Protection Fund of the Motor Fuel Tax Law be required to bear a substantial portion of the cost; To Wit the parties agree as follows:

Section 1 The improvement encompassed by this Agreement shall be made in accordance with all applicable State laws, rules, standards, regulations and orders and procedures in general.

Section 2           The parties are of the opinion that the proper improvement in the interest of public safety at the aforesaid crossing should be:

- (a)   the Company should remove the existing warning devices and install new automatic flashing light signals and short arm gates controlled by constant warning time circuitry;

Section 3           The Company has prepared a preliminary estimate of cost to accomplish the proposed improvement, which it may be required to perform. Said estimate is attached as Exhibit B. The Company shall upon Order, according to the requirements contained therein, prepare detailed drawings, detailed circuit plans, estimates of cost and any required specifications for the proposed improvement for the approval of the Commission and Department.

Section 4           The Company shall upon Order, according to the requirements contained therein, proceed toward the completion of the proposed improvement, accomplishing the work with its own forces or appropriate contracted services and agrees that an appropriate time for the submission of plans should be sixty (60) days and for the completion of the proposed improvement should be twelve (12) months, from the date of Commission Order subsequent to this Agreement.

Section 5           The parties hereto agree that an equitable division of cost for the proposed improvement should be:

- (a)   The cost for the improvement listed in Section 2(a) is estimated to be \$151,205. The Grade Crossing Protection Fund should pay 85% of the actual installation cost, not to exceed \$128,524. The Road District should pay 10% of the actual cost, not to exceed \$15,120. The Company should pay any remaining installation costs, as well as all future operating and maintenance costs.

Section 6           The Road District is financially able and willing to bear an equitable portion of the cost for the proposed improvements as may be assigned by the Order and indicates this intent by Resolution attached as Exhibit C.

Section 7           Special Provisions: The Company shall, at six (6) month intervals from the date of Commission Order subsequent to this Agreement, submit to the Director of Processing and Information, Transportation Bureau of the Commission, a written report stating the progress it has made toward completion of the work herein required. Each progress report shall include the Commission Order number, the Order date, the project completion date as noted in the Order, crossing information (inventory number and railroad milepost), type of improvement, and the name, title, mailing address, phone number, facsimile number, and electronic mailing address of Company employee responsible for management of the project.

All bills for expenditures authorized to be reimbursed from the Grade Crossing Protection Fund shall be submitted to the Fiscal Control Unit of the Illinois Department of Transportation's Bureau of Local Roads and Streets, Illinois Department of Transportation, Central Bureau of Local Roads and Streets, Room 205, 2300 South Dirksen Parkway, Springfield, Illinois 62764. The Department shall send a copy of all bills to the Director of Processing and Information, Transportation Division of the Commission. The final bill for expenditures from each party shall be clearly marked "Final Bill". All bills shall be submitted no later than twenty-four (24) months from the date of Commission Order subsequent to this Agreement. The Department shall, at the end of the 24<sup>th</sup> month from the Commission Order date, de-obligate all residual funds accountable for installation cost for this project.

Public Act 93-0604 (effective November 21, 2003), which amends 18c-7401 (Safety Requirements for Track, Facilities, and Equipment) of the Illinois Commercial Transportation Law, requires installation of temporary STOP signs whenever the Commission authorizes the installation of automatic flashing light signals or automatic flashing light signals and gates at public highway-rail grade crossings. The temporary STOP signs shall remain in place until the luminous flashing signal or crossing gate devices have been installed. The rail carrier is responsible for the cost of the installation and subsequent maintenance of any required temporary STOP signs.

625 ILCS 5/18c-1701 and 1704 require each "person", as defined by Section 18c-1104, to comply with every regulation or order of the Commission. These sections further provide that any person who fails to comply with a Commission regulation or order shall forfeit to the state not more than \$1,000 for each such failure, with each day's continuance of the violation being considered a separate offense. While the Commission expects the parties to comply with this Order in all matters addressed herein and in a timely manner, the Commission advises the parties that any failure to comply may result in the assessment of such sanctions.

Any person making a Request For Extension Of Time up to 30 days to complete a project ordered by the Commission must file a request with the Director of Processing no later than 14 days in advance of the scheduled deadline. An Administrative Law Judge will consider and decide the request.

Any person requesting an extension of time that exceeds 30 days must file a Petition For Supplemental Order with the Director of Processing no later than 21 days in advance of the scheduled deadline. The Commission will decide Petitions For Supplemental Orders.

Requests For Extension Of Time and Petitions For Supplemental Orders must include the reason(s) the additional time is needed to complete the work and the time within which the project will be completed. Prior to submitting a Request For Extension Of

Time or a Petition For Supplemental Order, the person must notify the Commission's Rail Safety Program Administrator that it is unable to complete the project within the ordered time;

The Commission or its Administrative Law Judge reserves the right to deny Petitions For Supplemental Order and Requests For Extension Of Time, if the reason(s) supporting the request is insufficient or where it appears the person has not made a good faith effort to complete the project within the allotted time. Failure of the Commission or Administrative Law Judge to act on a pleading prior to the deadline means the originally ordered completion date remains in effect.

This Agreement shall be binding upon the parties hereto, their successors or assigns. Upon execution of this Agreement by all parties, the Commission shall enter an appropriate order, within 60 days accepting or rejecting such stipulation according to the provisions contained herein.

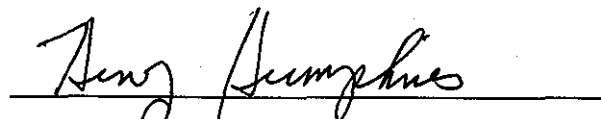
In Witness Whereof, the parties have caused this Agreement to be executed by their duly authorized officers, as of the dates indicated herein.

Executed by the Commission this 23<sup>rd</sup> day of January, 2004.



Michael E. Stead  
Rail Safety Program Administrator

Attest:



Henry Humphries  
Railroad Safety Specialist

Illinois Commerce Commission Stipulated Agreement No. **1074** concerning an improvement at the TR-363 highway-rail grade crossing of The Burlington Northern Santa Fe Railroad Company's track, near Colmar, McDonough County, Illinois, designated as crossing **AAR/DOT # 072 606R, Milepost 216.53-Q.**

Executed by the Lamoine this 26 day of January 2004.  
(Twp./Road District)

LAMOINE TOWNSHIP ROAD  
DISTRICT

By: Neil Tindwell  
Road Commissioner

Attest:

[Signature]  
Josh Ruppel  
McDonough County Engineer

RECEIVED  
JAN 28 2004  
Illinois Commerce Commission  
RAIL SAFETY

Illinois Commerce Commission Stipulated Agreement No. **1074** concerning an improvement at the TR-363 highway-rail grade crossing of The Burlington Northern Santa Fe Railroad Company's track, near Colmar, McDonough County, Illinois, designated as crossing **AAR/DOT # 072 606R, Milepost 216.53-Q.**

Executed by the Company this 25<sup>TH</sup> day of February 2004.

THE BURLINGTON NORTHERN AND  
SANTA FE RAILWAY COMPANY

By: Cheryl Jenkins

APPROVED AS TO FORM 2/19/04  
Wendy

Burlington Northern Santa Fe Law Department

Attest:

Freddie W. Sweeney

Illinois Commerce Commission Stipulated Agreement No. **1074** concerning an improvement at the TR-363 highway-rail grade crossing of The Burlington Northern Santa Fe Railroad Company's track, near Colmar, McDonough County, Illinois, designated as crossing **AAR/DOT # 072 606R, Milepost 216.53-Q.**

Executed by the Department this 8th day of March 2004.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

By:

Victor A. Modersfeld  
Director of Highways



**ILLINOIS COMMERCE COMMISSION  
STIPULATED AGREEMENT  
CROSSING DATA FORM**

**GENERAL INFORMATION:** See Location Sketch (Page 3)

<b>RAILROAD</b>	BNSF
<b>USDOT#, MILEPOST</b>	072 606R, 216.53-Q
<b>STREET, CITY, COUNTY</b>	TR-363, Near Colmar, McDonough
<b>JURISDICTION (RDWY)</b>	Township
<b>LOCATION</b>	Rural, Commercial
<b>STREET SURFACE</b>	17' Oil/Chip, Fair Condition

**CROSSING DATA:** See Location Sketch (Page 3) for roadway profile and track centers

<b>TRACK (W-E or N-S)</b>	<b>SURFACE TYPE</b>	<b>SURFACE WIDTH</b>	<b>SURFACE CONDITION</b>
Main	FDT	32'	Fair

**ROADWAY DATA:** See Location Sketch (Page 3)

<b>INTERSECTING ROADS:</b>	Private entrance 200'c
<b>TRAFFIC CONTROL</b>	None
<b>ADT &amp; SPEED</b>	50 Vehicles Per Day @ 55 MPH (Unposted)
<b>TRAFFIC TYPE</b>	Passenger, School Busses, Hazardous Materials, Other [all possible]
<b>ADVANCE WARNING</b>	Yes
<b>PAVEMENT MARKING</b>	No

**RAILROAD DATA:** See Location Sketch (Page 3)

<b>FREIGHT TRAFFIC</b>	17 Per day @ 60 MPH, Day & Night? Yes
<b>PASSENGER TRAFFIC</b>	2 Per day @ 79 MPH
<b>WARNING DEVICES</b>	New MUTCD Crossbucks With Yield.

**NOTES:**

**VISIBILITY STUDY:** See Location Sketch (Page 3)

<b>Train Speed</b>	79	<b>MPH</b>
<b>Roadway Speed</b>	55	<b>MPH</b>
<b>Required Stopping Sight Distance (SSD)</b>		
<b>Along Roadway</b>	573	<b>FEET</b>
<b>Along Tracks</b>	978	<b>FEET</b>
<b>Required Clearing Sight Distance (CSD) (Along Tracks)</b>	1,918	<b>FEET</b>

Distances calculated per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 2001, Fourth Edition.

<b>QUADRANT</b>	<b>CSD (FT)</b>	<b>OBSTRUCTION</b>	<b>SSD (FT)</b>	<b>OBSTRUCTION</b>
<b>NE</b>	Ok*		OK#*	
<b>NW</b>	Ok*		OK#*	
<b>SE</b>	OK*		OK#*	
<b>SW</b>	Ok*		120'*	Building

\*Note: Automatic flashing light signals and gates (AFLS&G) eliminate the need to satisfy minimum Site Distance criteria.

# Stopping sight ok at present time. If mature crops were in the adjacent farm field, stopping sight distance would be restricted.

**APPROACH GRADES:** See Location Sketch

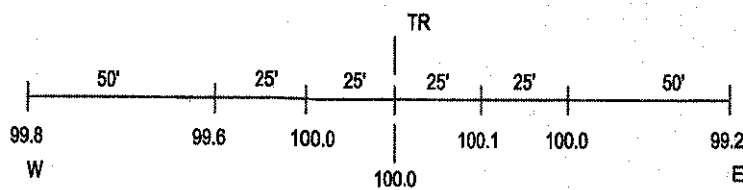
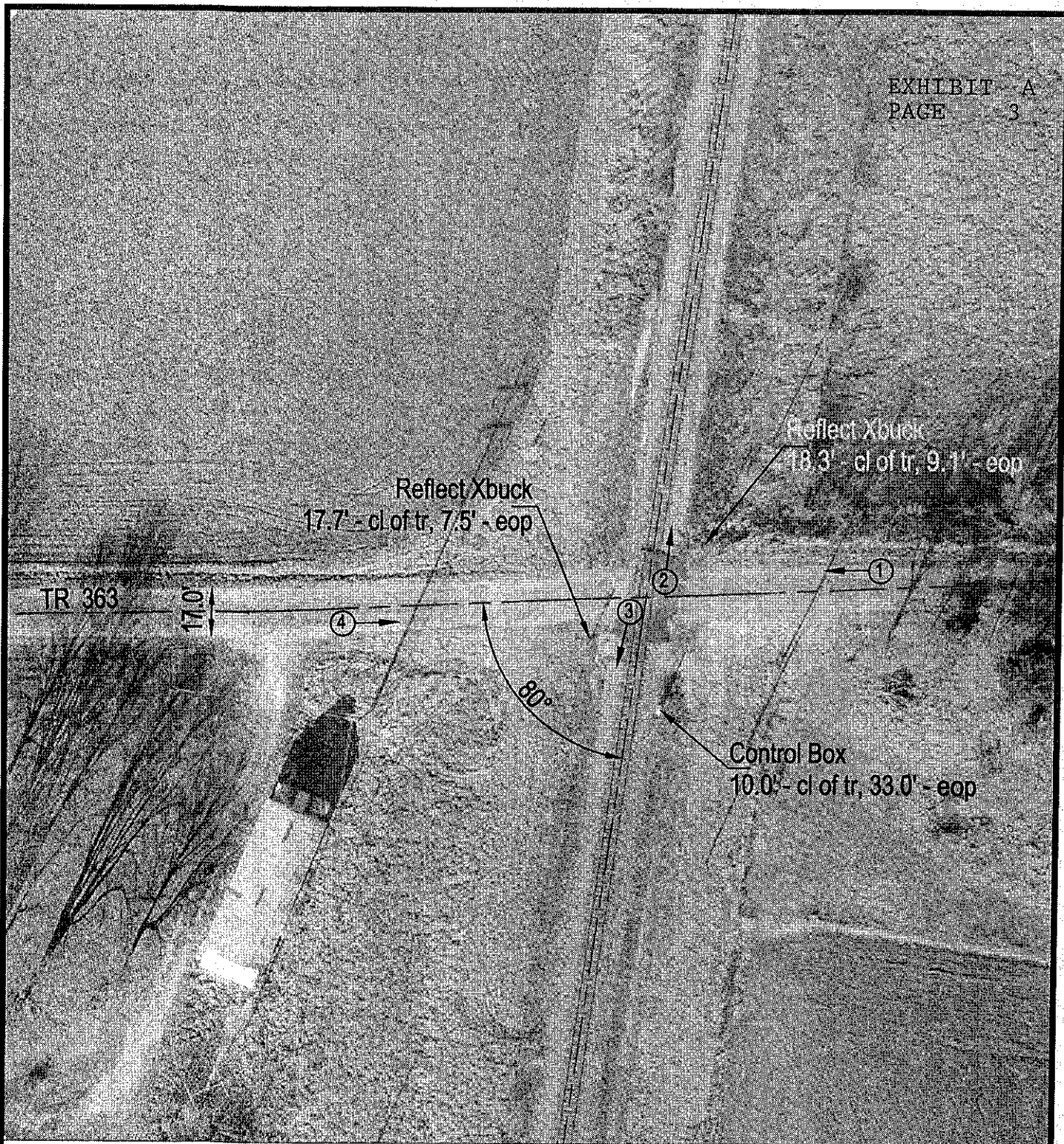
<b>DIRECTION: EAST/NORTH</b>			<b>DIRECTION: WEST/SOUTH</b>		
<b>DISTANCE (FT)</b>	<b>ELEVATION (FT)</b>	<b>GRADE (%)</b>	<b>DISTANCE (FT)</b>	<b>ELEVATION (FT)</b>	<b>GRADE (%)</b>
*	*	*	*	*	*
*	*	*	*	*	*

Distance measured from outermost rail.

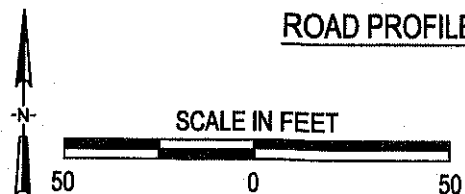
\* Meets 92 IAC 1535

**COMMENTS:**

See Page Three for a Location Sketch (Aerial Photo) of the crossing.



ROAD PROFILE



(3) Photo Location

Crossing #: 072606R

Location: McDonough Co., City of Colmar (Near)

Lat/Long: 40°21'28" / 90°53'08"

Railroad: BNSF

Street: TR 363

Railroad Milepost: 216.53

Crossing Protection: Sign

\*\*\*\*\* NOTE \*\*\*\* NOTE \*\*\*\*\* FOR INTERNAL USE ONLY \*\*\*\*\* NOTE \*\*\*\* NOTE \*\*\*\*\*

LOCATION :	COLMAR	LINE SEGMENT :	11	AFE NUMBER :	
PLANITEM NUMBER :	PSI072606R	MILEPOST :	0216.53	RFA NUMBER :	
PROPERTY OF :	BNSF RAILWAY COMPANY	DIVISION :	CH	CPAR NUMBER :	
OPERATED BY :	BNSF RAILWAY COMPANY	SUBDIVISION :	BROOKFIELD	BUDGET YEAR :	2004
JOINT FACILITY :	STATE OF ILLINOIS	TRACK TYPE :	1	BUDGET CLASS :	10
% BILLABLE (+/-) :	095.00	TAX STATE :	IL COUNTY: MCDONOUGH	REPORTING OFFICE :	456
REQUESTER ID :	Y229 - DAVE MCCURDY	MATL DATE :		SPONSOR :	VP ENGIN
PROJECT TYPE :	SGX	LOCATION CODE :	381043	DEPT CODE :	MOWGH
DOT NUMBER :	072606R			DERAILMENT CODE :	

PURPOSE, JUSTIFICATION AND DESCRIPTION

SIGNAL COST TO INSTALL NEW GATES, FLASHERS & BUNGALOW W/ CONSTANT WARNING CIRCUITRY AT (TR 363 DOT 072 606 R) IN COLMAR, IL L/S 0011 MP 216.53 CHICAGO DIV, BROOKFIELD SUBDIV.

THE MATERIAL LIST BELOW REFLECTS TYPICAL REPRESENTATIVE PACKAGES USED FOR ESTIMATING PURPOSE ONLY.

THEY CAN BE EXPECTED TO CHANGE AFTER THE ENGINEERING PROCESS. DETAILED AND ACCURATE MATERIAL LISTS WILL BE FURNISHED WHEN ENGINEERING IS COMPLETED. CONTINUING CONTRACTS HAVE BEEN ESTABLISHED FOR PORTIONS OF SIGNAL WORK ON THE BNSF RAILROAD.

THIS ESTIMATE IS GOOD FOR 90 DAYS. THEREAFTER THE ESTIMATE IS SUBJECT TO CHANGE IN COST FOR LABOR, MATERIAL, AND OVERHEAD.

\*\*\*\*\* SIGNAL WORK ONLY \*\*\*\*\*

THE STATE OF ILLINOIS IS FUNDING APPROXIMATELY 95% WITH BNSF FUNDING APPROXIMATELY 5% OF THIS PROJECT.

MAINTAIN PROPRIETARY CONFIDENTIALITY.

\*\*\*\*\* NOTE \*\*\*\* NOTE \*\*\*\*\* FOR INTERNAL USE ONLY \*\*\*\*\* NOTE \*\*\*\* NOTE \*\*\*\*\*

	CASH	CAPITAL	NONCASH	CAPITAL	OPERATING	EXP	REMOVAL	COST	BILLABLE	TOTALS
LABOR COSTS	3,238	0	0	0	0	0	61,519	64,757		
MATERIAL COSTS	3,001	0	0	0	0	0	57,017	60,018		
OTHER COSTS	1,322	0	0	0	0	0	25,108	26,430		
TOTALS	7,561	0	0	0	0	0	143,644	151,205		

ENGINEERING SERVICES - KANSAS CITY  
ESTIMATE REF. NUMBER : PSI072606R - 1--2S  
COSTING DATE : 01/05/2004

PRINTED ON : 12/30/2003  
ESTIMATED BY : POOR  
PRINTED BY : POOR

\*\*\*\*\* MAINTAIN PROPRIETARY CONFIDENTIALITY \*\*\*\*\*

THE B. N. S. F. RAILWAY COMPANY  
FHPM ESTIMATE FOR  
STATE OF ILLINOIS

LOCATION:- COLMAR DETAILS OF ESTIMATE PLAN ITEM: PSI072606R VERSION: 1

PURPOSE, JUSTIFICATION AND DESCRIPTION

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DESCRIPTION	QUANTITY	U/M	COST	TOTAL \$
***** LABOR *****				
ELECTRICAL LABOR F/POWER TRANS SYS	54.00	MH	1,209	
PLACE FIELD WELDS - CAP	34.88	MH	727	
PLACE OTM - CAP	17.44	MH	333	
SIGNAL FIELD LABOR - CAP	800.00	MH	17,031	
SIGNAL SHOP LABOR - CAP	64.00	MH	1,412	
PAYROLL ASSOCIATED COSTS			16,712	
EQUIPMENT EXPENSES			5,196	
DA LABOR OVERHEADS			18,867	
INSURANCE EXPENSES			3,270	
TOTAL LABOR COST			64,757	64,757
***** MATERIAL *****				
RAIL, 136 LB NEW WELDED, PREMIUM :	80.00	LF X	959	
WELDKIT, GENERIC FOR ALL RAIL WEIGHTS	4.00	KT X	212	
BATTERY	1.00	LS N	4,336	
BUNGALOW 6X6	1.00	EA N	5,450	
BUNGALOW MATERIAL	1.00	LS N	5,117	
CABLE	1.00	LS N	2,251	
CHARGERS	1.00	LS N	899	
CONSTANT WARNING	1.00	EA N	13,015	
FIELD MATERIAL	1.00	LS N	3,354	
FOUNDATION	2.00	EA N	870	
GATE MECH. MODEL 95	2.00	EA N	10,062	
LAMP RESISTOR	1.00	EA N	735	
LIGHT OUT DETECTOR	1.00	EA N	658	
MATERIAL FOR ELECTRICAL	1.00	EA N	1,500	
MISC MATERIAL	1.00	LS N	1,500	
RECORDER	1.00	EA N	2,145	
RTU-6, CELLULAR MONITOR	1.00	EA N	2,060	
SHUNT, NBS	2.00	EA N	598	
MATERIAL HANDLING			28	
ONLINE TRANSPORTATION			28	
USE TAX			3,561	
OFFLINE TRANSPORTATION			680	
TOTAL MATERIAL COST			60,018	60,018
***** OTHER *****				

CONTRACT BORING	1.00	LS N	3,000
CONTRACT ENGR.	1.00	EA N	6,000
FILL DIRT	60.00	CY N	1,500
SURFACE ROCK	60.00	CY N	1,500

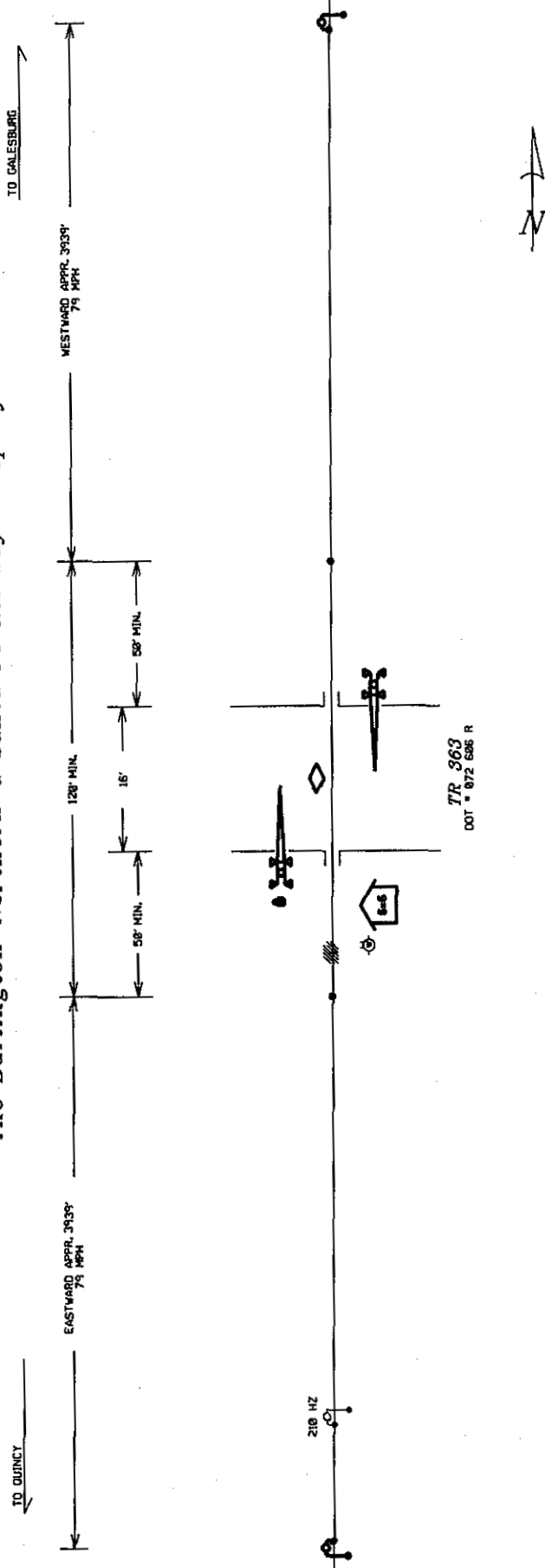
TOTAL OTHER ITEMS COST	12,000	12,000
PROJECT SUBTOTAL		136,775
CONTINGENCIES		13,677
BILL PREPARATION FEE		753
GROSS PROJECT COST		151,205
LESS COST PAID BY BNSF		7,561
TOTAL BILLABLE COST		143,644
		=====

ACCT	CST	RSN	PPE	DESCRIPTION	QTY/ST	OT U/M	CASH	NONCASH	OPER	REMOVAL
8		400	9911	SIGNAL FIELD LABOR - CAP	800.00	0.0 MH	17,031			
* LABOR SUBTOTAL							17,031	0	0	0
1120	313	400	9911	BATTERY	1.0	LS N	4,336			
1120	313	400	9911	BUNGALOW 6X6	1.0	EA N	5,450			
1120	313	400	9911	BUNGALOW MATERIAL	1.0	LS N	5,117			
1120	313	400	9911	CABLE	1.0	LS N	2,251			
1120	313	400	9911	CHARGERS	1.0	LS N	899			
1120	313	400	9911	CONSTANT WARNING	1.0	EA N	13,015			
1120	313	400	9911	FIELD MATERIAL	1.0	LS N	3,354			
1120	313	400	9911	FOUNDATION	2.0	EA N	870			
1120	313	400	9911	GATE MECH. MODEL 95	2.0	EA N	10,062			
1120	313	400	9911	LAMP RESISTOR	1.0	EA N	735			
1120	313	400	9911	LIGHT OUT DETECTOR	1.0	EA N	658			
1120	313	400	9911	MISC MATERIAL	1.0	LS N	1,500			
1120	313	400	9911	RECORDER	1.0	EA N	2,145			
1120	313	400	9911	RTU-6, CELLULAR MONITOR	1.0	EA N	2,060			
1120	313	400	9911	SHUNT, NBS	2.0	EA N	598			
* MATERIAL SUBTOTAL							53,050	0	0	0
1120	790	400	9911	CONTRACT BORING	1.0	LS N	3,000			
1120	367	400	9911	CONTRACT ENGR.	1.0	EA N	6,000			
1120	790	400	9911	FILL DIRT	60.0	CY N	1,500			
1120	790	400	9911	SURFACE ROCK	60.0	CY N	1,500			
* OTHER SUBTOTAL							12,000	0	0	0
* ADDITIVES							13,744			
PAYROLL ASSOCIATED COSTS							4,274			
EQUIPMENT EXPENSES							15,515			
DA LABOR OVERHEADS							2,690			
INSURANCE EXPENSES							3,391			
USE TAX							660			
OFFLINE TRANSPORTATION										
* GANG TOTAL							122,355	0	0	0
8		400	9911	SIGNAL SHOP LABOR - CAP	64.00	0.0 MH	1,412			
* LABOR SUBTOTAL							1,412	0	0	0
* ADDITIVES							1,139			
PAYROLL ASSOCIATED COSTS							354			
EQUIPMENT EXPENSES							1,286			
DA LABOR OVERHEADS							223			
INSURANCE EXPENSES										
* GANG TOTAL							4,414	0	0	0
8		411		ELECTRICAL LABOR F/POWER TRANS SYS	54.00	0.0 MH	1,209			
* LABOR SUBTOTAL							1,209	0	0	0
1120	319	410		MATERIAL FOR ELECTRICAL	1.0	EA N	1,500			
* MATERIAL SUBTOTAL							1,500	0	0	0
* ADDITIVES							975			
PAYROLL ASSOCIATED COSTS							303			
EQUIPMENT EXPENSES							1,101			
DA LABOR OVERHEADS							191			
INSURANCE EXPENSES							96			
USE TAX							18			
OFFLINE TRANSPORTATION										
* GANG TOTAL							5,393	0	0	0
8		241		PLACE FIELD WELDS - CAP	32.00	2.8 MH	727			
* LABOR SUBTOTAL							727	0	0	0
1120	308	200		WELDKIT, GENERIC FOR ALL RAIL WEIGHT	4.0	KT X	212			

ACCT	CST	RSN	PPE	DESCRIPTION	QTY/ST	OT U/M	CASH	NONCASH	OPER	REMOVAL
* MATERIAL SUBTOTAL							212	0	0	0
* ADDITIVES							586			
PAYROLL ASSOCIATED COSTS							182			
EQUIPMENT EXPENSES							662			
DA LABOR OVERHEADS							114			
INSURANCE EXPENSES							5			
MATERIAL HANDLING							13			
USE TAX							2			
OFFLINE TRANSPORTATION										
* GANG TOTAL							2,503	0	0	0
HGWELDGANG-2M - WELDING GANG, 2 MAN										
8	241			PLACE OTM - CAP	16.00	1.4 MH	333			
* LABOR SUBTOTAL							333	0	0	0
1120	308	200		RAIL, 136 LB NEW WELDED, PREMIUM :	80.0	LF X	959			
* MATERIAL SUBTOTAL							959	0	0	0
* ADDITIVES							268			
PAYROLL ASSOCIATED COSTS							83			
EQUIPMENT EXPENSES							303			
DA LABOR OVERHEADS							52			
INSURANCE EXPENSES							23			
MATERIAL HANDLING							28			
ONLINE TRANSPORTATION							61			
USE TAX										
* GANG TOTAL							2,110	0	0	0
SECGANG-6M - SECTION GANG (6 MAN)										
PROJECT SUBTOTAL							136,775	0	0	0
CONTINGENCIES							13,677	0	0	0
BILL PREPARATION FEE							753	0	0	0
PROJECT GROSS COST							151,205	0	0	0
LESS COST PAID BY OTHERS							143,644	0	0	0
PROJECT NET COST							7,561	0	0	0



The Burlington Northern & Santa Fe Railway Company



INSTALL: GATES & FLASHERS  
CONTROL DEVICES: CONSTANT WARNING

**BOLD - IN**

~~8/4/84~~ - OUT

SALVAGE: NONE

INSTRUMENT HOUSE	
	BELL
	METER
	CROSSING CONTROL CONNECTIONS
	BIDIRECTIONAL CROSSING CONTROL
	UNIDIRECTIONAL CROSSING CONTROL
	COUPLER OR TERMINATION
	GUARD RAIL

Warning device placement:  
Clearance to C.L. Track = Min. 12', Max. 20'  
Edge of Road to C.L. Foundation:  
Min. 4'1" with curb,  
Min. 8'1" without curb,  
Max. 12'  
House Clearance:  
25' Min. to C.L. of Track  
30' Min. to Edge of Road  
Front Lights:  
30-15 Degree Lenses  
Back and Side Lights: 70 Degree Lenses  
Cantilever Jury Mast: 20-32 Degree Lenses

BNSF RAILWAY CO.

COLMAR, IL

LS: 0011

M.P. 216.53

DOT \* 072 606 R

KANSAS CITY

NO SCALE

DATE: 12/30/03

FILE: 0011216 53.dgn

MJ/TLP

ILLINOIS COMMERCE COMMISSION  
STIPULATED AGREEMENT

Date 1.26.04

Agreement # 1074

The Lamoine Township Board  
(Board or Council of Township/Road District)

meeting on 12.8.03, Resolved to authorize Neil Twidwell (Road Commissioner)  
(Date) (Name, Office)

to act as its designated agent in the processing of this Stipulated agreement and  
that the Lamoine Township is financially willing and able to  
(Township/Road District)

bear the cost for the proposed improvement as may be assigned to it according to  
Section 5 of this Agreement.